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HONGKONG, FRIDAY, JULY 29, 1910.

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CHINA MUTUAL LIFE INSURANCE CO., LTD.
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A strong British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England. Insurance in Force, \$37,855,588.00. Assets, \$415,250.00. Income for Year, \$3,566,559.00. Insurance Fund, \$216,812.00.

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Sir Paul Chater, K.C., C.M.G.
T. F. Hough, Esq., C. J. Laurent, Esq.
Hongkong, November 18, 1909.

RUBBER NOTES

REPORTS AND DIVIDENDS.

The directors of the Selangor Rubber Company, Limited, have declared an interim dividend of 7½ per cent.

A wire in the *Mail* Mill says that the Eastern International Trust Co., Ltd., has declared a dividend of 5 per cent. ½ per share. The preliminary expenses are written off, and £26,427 carried forward.

The Prys Rubber estate has declared a dividend of ten per cent.

Vallambrosa's report states that its rubber fetched an average of \$8.83 and was produced at a cost of 11d. per pound. The profit for the year was £126,954. This is carried forward £15,073. The estimate of this year's crop is 425,800 lbs.

JUNE RUBBER RETURNS.

The following additional returns are to hand:

Harpden Estate—Quantity of dry rubber secured in June, 6,700 lbs. Total to end of June, 23,650 lbs.

Siford Estate—Quantity of dry rubber secured in June, 7,500 lbs. Total to end of June, 37,000 lbs.

Timbuluk Rubber Estates, Ltd.:—The output of dry rubber from the estates of this Company for June was 700 lbs.

BRITISH NATAL RUBBER.

At the statutory meeting of the British Malay Rubber Company, Limited, Mr. F. T. Warner, who presided, said that 100,000 shares had been allotted and 5s. per share had been paid up on each share; applications for 287,000 shares were received.

The preliminary expenses to date were £1,071, and it was not anticipated that the total would reach the estimate. The 4,000 acre block applied for in addition to the 3,000 acre block had been granted to the company, and the premium and rent had been paid thereon. They were opening up at the present time the 3,000 acre block, and their manager had succeeded in filling over 900 acres out of a total programme of 1,000 acres. Mr. White reported to burn this month and work would soon be at stake in the autumn. By this mid the manager advised the completion of the transfer of the 3,000 acre grant into the name of the company. On the 4,000 acre block they had so far done nothing, but if opportunity permitted instructions had been issued to open up 300 to 500 acres. Farmers were very difficult to obtain, owing to the large amount of clearing that was being undertaken. The board proposed to develop the estates as rapidly as circumstances would permit.

A noteworthy anniversary was cele-

brated the other day but, informally, it was the bicentenary of the foundation of the Royal Porcelain Works of Saxony at Meissen, which by the way is near Dresden. By the order of Augustus II of Saxony, the works of Boettiger, were transferred to Albrechtsburg from Meissen in 1710. Augustus was a man of action, and the potter held his secret; and Augustus held the potter a prisoner for four years, so as to guard the process. In 1719 the potter died at the early age of 35. The secret was rigorously kept until 1810, when Engelmart, the chemist, was admitted as a special favour of Napoleon I, to study the fabrication. Napoleon having expressed the wish it was difficult to treat it other than as a command.

Business Notices.
W. S. BAILEY & Co., Ltd.
TELEPHONE, K 21.
Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor Boats.
Castings, forgings, Roofs, and Bridge Work.
SLIPPING AND REPAIRS AT LOWEST RATES.
Air Compressor with Hammers and Drills, etc.
Engines, Boilers, Launches, Pumps,
Engineers' Fittings and Supplies.

Ground Floor Shop To Let in Chater Road.

THE BELFAST BARKER
Petrol or Kerosine Engine Known amongst the Irish Fishermen as the
'FOOL PROOF.'

This well-known 2 Stroke Motor is stocked from 2 to 30 B.H.P. and is suitable for all work up to its power. It is known as the no trouble motor: CHEAP, STRONG and EASY TO WORK. Low tension ignition.

K. A. MASEY, W. S. HAYWARD.

Belfast Hongkong Marine Engineering, Ltd.

THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

EXCURSION TO MACAO.

ON SUNDAY, THE 31ST JULY,
The Company's Steamship 'SUI AN',
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
Departure from Macao at 5 p.m.

FARES AS USUAL.
By kind permission of Colonel Prior and Officers the Band of the 18th Rajputana under Bandmaster Coke will play during the trip.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the COMPANY'S WING LOK STREET WHARF. This steamer connects with the steamer returning from Macao at 5 P.M.

First-class fare by steamer leaving at 1 P.M. and returning with excursion steamer at 5 P.M. \$1. Single Fare also \$1.

J. ARNOLD, Acting Secretary.

Hongkong, July 26, 1910.

DIAMONDS AND GEM-SET JEWELLERY

Rings, Brooches, Ear-rings, Pins, Pendants, Hair-combs, Charms, Chains, Links, &c.

Jade Stone and Chinese Made Gold Jewellery.

GOLD & SILVER WATCHES, CLOCKS, OPTICAL GOODS.

Repairs of Watches and Jewellery effected by experienced European.

J. ULLMANN & CO.

34, Queen's Road Central Opposite General Post Office.

THE PHOENIX CLUB, LTD.

NOTICE is hereby given that the THIRD ORDINARY GENERAL MEETING of the Members of the above Club will be held on FRIDAY, AUGUST 5TH, at 5.30 P.M. in the Club premises, for the purpose of receiving the Report of the Committee together with a Statement of Accounts for the year ending 31st April, 1910.

BY ORDER OF THE COMMITTEE.

Hongkong, July 28, 1910.

925

NIGHT STEAMER TO CANTON.

NEW TWIN SCREW STEAMER,

S.S. SAN CHEUNG

Fitted throughout with Electric Light

and Fan, supplied in all Cabins.

Captain J. McGINTY.

Hongkong, April 14, 1909.

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EAVES Hongkong for Canton at 9 P.M.

SUNDAY, TUESDAY & THURSDAY,

Leaves Canton for Hongkong at 5.30 P.M. on MONDAY, WEDNESDAY & FRIDAY.

Here, 1st-Class \$2.50 single passage.

Meals \$1. each.

Servants' passage must be paid for.

CHEUNG ON STEAMBOAT CO., LTD.,

No. 238, Des Voeux Road Central.

Hongkong, November 12, 1908.

145

E. C. WILKS,

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CONSULTING ENGINEER
SURVEYOR & VALUER
OF ALL CLASSES
MACHINERY & EFFECTS;

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FIRST-CLASS IN EVERY RESPECT.

HOT AND COLD WATER.

Renowned Cooking.

Central for all Theatres.

Chief Places of Interest and Fashionable

Shopping District.

MODERATE INCLUSIVE CHARGES.

O. F. OWEN, Proprietor.

A RELIABLE DISINFECTANT.

One Pint Tins 50 cents.

One Gallon Tins \$2.00.

PRICKLY HEAT LOTION AND POWDER

SAFE REMEDIES FOR ALLAYING THE IRRITATION.

SUN GLASSES.

HOUSEHOLD AMMONIA

FOR THE BATH AND ALL TOILET PURPOSES.

NESTOR SANITARY FLUID

A RELIABLE DISINFECTANT.

One Pint Tins 50 cents.

One Gallon Tins \$2.00.

VICTORIA DISPENSARY.

A Pure, Distilled Table Water.

IN QUARTS, PINTS & SPLITS.

'MIXES WELL WITH WINES & SPIRITS.'

Telephone No. 76

Caldbeck, Macgregor & Co.

15, Queen's Road.

Hongkong, June 27, 1910.

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Intimations.

G. FALCONER & Co.
WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARES
HIGH-CLASS GOLD AND SILVER WATCHES;
A LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
FALCONER & Co. ARE AGENTS FOR MOSS'S FAMOUS TELESCOPE AND
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SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
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SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.

FRANCISCO TSE YAT, General Manager.

Hongkong, August 12, 1910.

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Intimations.



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(MITSU BISHI CO.)

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and KAMIYAMADA Collieries.

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TELEGRAMS for above: IWASAKI
Codes: A1, ABC 5th Ed., Western Union.

AGENCIES:

YOKOHAMA: M. Asada, Esq.
CHINKIANG: Messrs Gearing & Co.

MANILA: Messrs Macdonray & Co.
for particulars, apply to

E. OISHI,

Manager,
No. 2, PEDDER STREET
HONGKONG.

Hongkong, January 9, 1910. 816

IN THE SUPREME COURT OF
HONGKONG.

ORIGINAL JURISDICTION.
In the Matter of the Companies' Ordinance 1885, and

In the Matter of the YANGTSZE INSURANCE ASSOCIATION, LTD.

NOTICE IS HEREBY GIVEN that a Petition was on the 18th day of July, 1910, presented to the Supreme Court of Hongkong by the above-named Association to confirm the alteration of the said Association's objects proposed to be effected by a special resolution of the said Association unanimously passed at an Extraordinary General Meeting of the said Association held on the 21st day of April, 1910, and subsequently unanimously confirmed at a further Extraordinary General Meeting of the said Association held on the 10th day of May, 1910, and which resolution runs as follows:-

That the Memorandum and Articles of Association of the Association be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Association to the exclusion of those hitherto prevailing.

AND NOTICE IS FURTHER GIVEN that the said Petition is directed to be heard before The Honourable Sir Francis Pigott, Et. Chief Justice of the said Court, on Monday, the 22nd day of August, 1910, at 10.30 o'clock in the forenoon and any person interested in the said Association, whether as creditor, policy holder or otherwise and desiring to appear at the hearing of the said Petition will be entitled to do so. A copy of the said Petition will be furnished to any such person requiring the same by the Undersigned on payment of the regulated charge for the same.

Dated the 18th day of July, 1910.

JOHNSON, STOKES & MASTER,
Principals' Buildings,
Ice House Street,
Victoria, Hongkong,
and
PLATT, TEESDALE & MACLEOD,
Two Building, 36 Peking Road,
Shanghai.

Solicitors for the above-named Association

NOTICE.

TRANSLATE your LETTERS, COMMERCIAL PAPERS, DISCUSSIONS etc., etc. in English, German, French, Italian, Spanish, Portuguese, Latin, Hebrew, Japanese, Malabar, and Indian Languages. Correspondence, Telegraphic, all kinds of legal work, Private Codes and Ciphers, and Accounts, etc., etc. will be effected with care, secrecy, promptness and a moderate term.

For particulars apply to
GENERAL TRANSLATORS,
P. O. Box 100, Hongkong.

Hongkong, July 6, 1910. 846

THE BIGGER BOOM.

We might be accused of neglecting the interests of our readers if we failed to inform them that there are certain persons who predict that the past rubber boom was but a pale shadow of "the bigger boom" that lies ahead. In particular, a writer known as "Ajax" has been pleading his faith that the profits to be made are beyond all calculation and we are not going to start quarrelling with him on the subject. He seems to arrive at his conclusion by two lines of argument, and the one has to be taken quite as much notice of as the other. The first appears to be that a great many pure swindles have been put upon the market and successfully doted, and that they will never enter into serious competition with older companies as producers of rubber. The other is that these older companies have the prospect this year and next of paying such enormous dividends that the public will be driven wild with enthusiasm again, and prices will fly far above the figure at which they have stood hitherto. As far as we can make out, Linggi should pay a dividend, according to "Ajax," of about 500 percent sometime next year, and other companies of the same standing should do something in hundreds also. We should pay more respect to "Ajax" if he refrained from quoting the appalling twaddle that is being written for Truth. Here is a quotation from the great Labourer journal of May: "The big producers are now making record profits, and some of their trees are now yielding exceptional returns. On the Kamuning estate, I hear, that some of the oldest trees are yielding 20 lbs. of latex per annum, and some of the 22-year-old Hevea trees on another important estate (whose prides my readers are tired of hearing sung) have given 55, 60 and 62 lbs. These are astounding figures, and must give confidence to genuine investors who have supported this industry in search of high-yielding securities possessing immense stability, combined with great development possibilities." "Ajax" remarks that "the above quotation accords with what I hear." Now we should like to see those 62 lbs. bearing trees as curiosities, if they happen to exist, but even if we sat at the foot of them, while the stream of latex flowed like a brook, it would not set us to the writing of crazy articles about production. We try to preserve a little sanity, and we know that the thing investors are concerned with is not the output of a particular tree however great, but the average yield of thousands of trees in average soil under average conditions. If there are a few trees yielding 20 lbs. and upwards, it is quite correct that the fact should be mentioned as an arboricultural curiosity, but it is nonsense to put such figures forward as guide to investors. There is, for instance, our old friend Baxendale, who recently told a meeting that he had made the acquaintance of a tree on the Gapia estate in Perak which gave 4½ lbs. of rubber in 16 days, "from three small cuts at the base." That, of course, is equal to 130 lbs. in a year of 300 days, and beats the 62 pounder completely. But then we remember that friend Baxendale waxed very wroth with us when we charged him with underestimating production in order to make out a case against the Government 2½ per cent duty. If anyone will hunt up what he said about yields in the famous official letter which we, in our opinion, ventured to criticize, they will not find any reference to phenomenal outputs. In those days, and it is only about a year ago, Baxendale was championing the most heavily taxed agricultural industry in the world!

We differ from "Ajax" to the extent of believing that he exaggerates the evil position of the newer companies. As to those outside Malaya we say nothing, because the prospects of their being successful are negligible. But, while fully persuading that there has been a good deal of reckless valuing, we believe that, with one or two exceptions, all the Malayan companies are in a position to work up a fair profit on the face value of their shares. "Ajax" speaking of Malacca says: "If Malacca are at, say, 15, and they drop to 13, buy some; if they drop again to, say 11, buy more, and so on till, sooner or later, but none the less surely, the time will come when your snow-ball has become a snow-man." Well, we could make a similar estimate on the theoretical yield value of the Malacca Plantations. But rubber is of no value in the tree when it cannot be got out. At this moment, Malacca Plantations has 750,000 trees about 5 years old or over, and from these, even on the cautious Malacca Canning scale, there should have been a yield of about 10 million pounds of rubber during the last half year. The actual output has been 147,500 lbs. What about the 882,500 lbs. that has been harvested? Do not the figures supply a warning against basing forecasts and estimates on high predictions of average output? We are not criticising the company itself, because we are well aware of the difficulty of getting enough skilled tappers to operate on such a huge area, and even at the small output Malacca will pay a fair dividend. But its figures cannot be ignored, and we do not consider that it is prudent to exhort investors to buy shares by dazzling them with unrealized and unrealizable totals. To us, however, we do agree with "Ajax" and others who write to the same effect: To the man who can afford to buy shares in the well-established, dividend paying companies, the present prices should be paid, in most cases they are a perfectly safe investment, with a prospective of an increased value for the future.

We have still to learn what the yield will be from trees in their tenth to twentieth years—not included trees but most of them. It is generally put down at about 500 lbs. per acre, and we should certainly hesitate to quote a larger figure for average, though it is quite possible that it might be exceeded in a good many cases. On the speculative side of rubber finance we must speak with more diffidence. The "bigger boom" may come, but it would be mere to conclude that it will come very soon. Eighteen months ago, a great deal of capital was lying at deposit interest with the banks because there was a general feeling of depression and few things in the industrial field were tempting to capital. The time has come, and the spare capital has gone into it to a large extent, perhaps fifteen or twenty million pounds. The margin of speculation is narrowed, therefore, because people have not money to play with. The investor may do well, but it is not how what it was a few months ago—safe to buy because prospects of selling at an advantage before the purchase became embarrassing were almost certainly. —The Straits Times.

Intimations.

J. T. SHAW,

Tailor & Outfitter.



Hongkong, November 1, 1909. 1981

SUTTON'S SEEDS.

SPECIAL selected collections for this climate
VEGETABLES AND FLOWERS

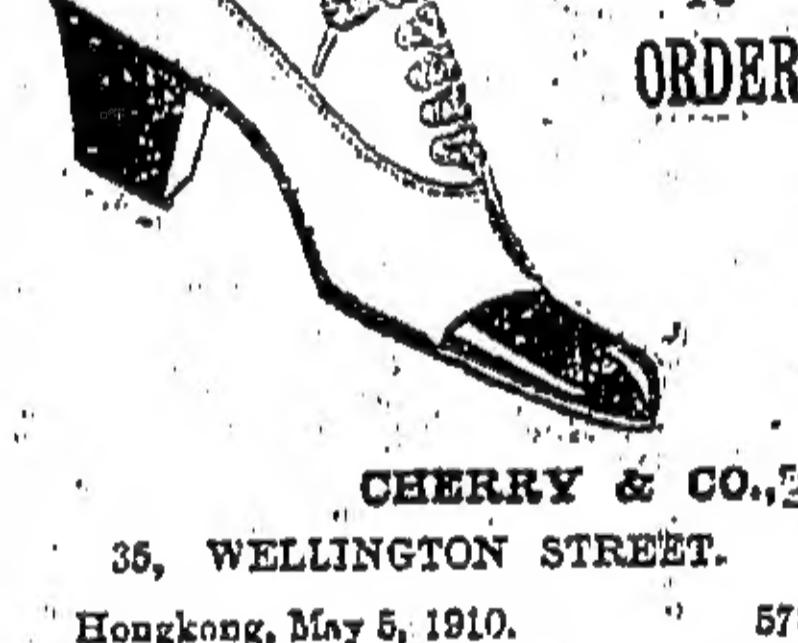
IN AIR-TIGHT CASES.
\$2.50, 5.00, 7.50 and 10.50
EACH.

CHINA EXPRESS CO.,
J. DUDDELL STREET.

TELEPHONE 668.
Hongkong, May 30, 1910. 682

JAPANESE MAKERS.

EVERY KIND
OF
Footwear
MADE
TO
ORDER.



CHERRY & CO.,
35, WELLINGTON STREET.
Hongkong, May 5, 1910. 578

THE BIRD IN
THE HAND.

A BIRD IN THE HAND IS
WORTH TWO IN THE BUSH.

"The bird in the hand" to the merchant is the customer within the store. It requires some sort of attraction in the first place to get the customer there—but the best attraction is a real, live advertisement; something good that will catch the eye that has been carefully written, artistically compiled and strikingly set up. Advertisements in the China Mail and Overland China Mail read the best, look the best and give the best results.

Hongkong, April 12, 1910. 484

PATELL & CO.,

Exporters & Importers

General Merchants

and

Commission Agents.

Hongkong and
Canton.

S. M. Tsz-King

THE INDUSTRIAL CHANNEL,
Translated by E. J. Eitel, P.H.D.

To be had at the China Mail Office.
Price 30 cents.

Intimations.

TORIC lenses are ground with a deep inner curve. This inner curve of the TORIC conforms to every movement of the eye and makes the sight equally clear in every portion of the glass.

TORICS will set closer to the eye than the ordinary flat lens thus doing away with the annoying reflections from the edge of the glass.

For those who wish the very best in lenses we recommend TORICS.

We manufacture TORICS on all prescriptions in White, London Smoke or Amber.

CLARK & Co.,
SCIENTIFIC OPTICIANS,
HONGKONG HOTEL MANSIONS,
(First Floor),
PEDDER ST., HONGKONG.
(Sole Manufacturers of Toric Lenses for South China).
Hongkong, July 26, 1910. 877

Make no Mistake
about it!

WATSON'S



No. 10
SCOTCH
WHISKY
best from Dundee. Demand it.
Agents for Hong Kong: SHEWAN, TOMES & Co.

Hongkong, June 25, 1910. 831

TRY
WEISMANN'S
PURE FRESH COFFEE

Roasted and ground on our
premises daily.

IN ½ LB. AND 1 LB. TINS.
Hongkong, July 20, 1910. 892

THE HONGKONG HOTEL.

RUNNIVALED! FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE, WITH EVERY MODERN LUXURY
MODERATE TERMS AND NO EXTRAS.

A. F. DAVIES, Manager.

PEAK HOTEL.

ADmirably situated at Victoria Gap.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Wind in Summer and protected from the North-east Wind in Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent islands for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Terms: From \$5 per day Max. Telegraph Add: "PEAK".
Town Office: 4, Des Voeux Road.

Hongkong, February 3, 1908.

Thousands of Dollars are saved by the expenditure of as many cents,

BY THE USE OF
SOLIGNUM

THE Wood and Brickwork Preservative which really does what is claimed for it. IT IS ABSOLUTE DEATH TO THE WHITE ANTS.

Extensively used by the British Government at Home and Abroad, by H. M. War Department at Hongkong, the Imperial Maritime Customs and all large local Concerns.

Prospectus samples and all information from the General Agents,

SIEMENS & Co.,
(Machinery Dept.) Hongkong. 1519

Hongkong, December 7, 1909.

THE 'ASAHI' BREWERY

IS SITUATED NEAR THE

'SUITA' SPRINGS.

These Celebrated Waters are used

in the Manufacture of our Beer.

PURITY GUARANTEED.

Note Price List:—

'ASAHI' & 'SAPPORO'

B.B.R.
Per Case 4 doz. qts. \$12.00.

Per Case 8 doz. pts. \$13.50.

To be obtained at all RETAILERS.

Price 30 cents.

Hongkong, May 19, 1909. 933

CHEONG HING.

HAS ALWAYS ON HAND

FRIDAY, JULY 29, 1910.

THE CHINA MAIL.

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The genuine
mineral
water of
VICHY
BE CAREFUL TO NAME WHICH SPRING
VICHY CELESTINS
VICHY GRANDE-GRILLE
VICHY HÔPITAL
Sooth's disease.
LOZENGES — SALTS — COMPRIMÉS VICHY-ÉTAT

To Let.

TO LET.

A PARTMENTS in a Well Appointed
HOUSE in KOWLOON near Ferry,
Tunnels, Terms Moderate.
Apply to "V. N."
Care of "CHINA MAIL" Office,
Hongkong, July 28, 1910. 824

TO LET

BUXEY LODGE, CAINE ROAD,
B suitable for a Boarding House, School,
College, or Family Residence, recently
painted and renovated throughout. Im-
mediate possession.
Apply to CHATER & MODY.
Hongkong, May 14, 1910. 650

TO LET.

VACANT from the 1st of August. One
Well FURNISHED FRONT ROOM.
Very Central, good veranda, splendid
view, every convenience and attention for
one or two Gentlemen.
Apply to "LISTER"
Care of "CHINA MAIL" Office,
Hongkong, July 22, 1910. 811

TO LET.

1ST FLOOR. BOWEN ROAD.
WESTERN BLOCK of DWELLING
HOUSES at present occupied by
Artillery Officer's Quarters.
Suitable for Boarding House.
Apply to THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.
Hongkong, June 28, 1910. 814

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GODOWN No. 64, "DUDDELL
STREET."
Apply to THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.
Hongkong, January 1, 1910. 709

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A HOUSE in KNUTSFORD TER-
RACE.
Apply to THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.
Hongkong, February 24, 1910. 254

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TWO Good Furnished BEDROOMS,
BARKER ROAD, the Peak.
Apply to "S."
Care of "CHINA MAIL" Office,
Hongkong, June 7, 1910. 722

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OFFICES in DES VŒUX ROAD
CENTRAL, corner of Icy, Horse St.
Apply to MESSRS PERCY SMITH & FLEMING,
3, Queen's Road.
Hongkong, June 1, 1910. 390

TO LET.

KING'S BUILDINGS.
OFFICES facing the Harbour lately
in occupation of Messrs Jardine,
Matheson & Co., Ltd.
Apply to THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.
Hongkong, December 1, 1909. 754

TO LET.

FOUR and Five-Roomed HOUSES, at
Kowloon.
New and Convenient SHOPS, NATHAN
ROAD, Kowloon. Immediate possession.
Cheap Rentals.
Apply to HUMPHREYS' ESTATE & FINANCE
Co., Ltd.
Hongkong, March 23, 1909. 408

TO LET.

NOS. 19 & 21, SHELL STREET,
New 5-roomed Houses.
No. 3, BEACONFIELD ARCADE
Shop. No. 57, PRAYA GRANDE, MACAO.
FOR SALE TOR GREST, at Peak
commanding magnificent view of the Har-
bour and adjacent Islands.
Apply to LINSTEAD & DAVIS,
3rd Floor, Alexandra Building.
Hongkong April 12, 1907. 416

TO LET.

21 CONDUIT ROAD, Clifton Gardens,
GODOWNS, 151 to 155, PRAYA EAST,
OFFICES, NO. 2, CONNAUGHT
ROAD, 3rd Floor.
A HOUSE in WONG-NEL-CHONG BLDG.
No. 1, RIPPON TERRACE,
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Floor.
SEMI-EUROPEAN FLATS, Moderate
Rents, PRAYA EAST—Corner of Obser-
vation Plaza. The Trans stop at the door.
Also new EUROPEAN FLATS adjoining
the new Seaman's Institute, Praya East.
Apply to THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.
Hongkong, January 1, 1910. 23

To Let

TO LET.

NO. 2, CONDUIT ROAD, from 1st
July, Five Rooms, Electric Light
throughout. Splendid Harbour View.
Apply to "A. W."
Cars of "CHINA MAIL" Office.
or to
MAYER LINSTEAD & DAVIS.
Hongkong, May 9, 1910. 597

TO LET (IMMEDIATE POSSESSION.)

"LUGINSLAND EAST."
No. 18, PEAK ROAD.
NINE-ROOMED HOUSE. Electric
Light, Attic, Bathrooms, all W.C.s.
Belong to the Peak.
Rent \$200 per month including taxes.
Apply to SHEWAN, TOMES & Co.
Hongkong, April 28, 1910. 45

FOR SALE.

FOR SALE.
NEARLY NEW STEAM
PILE-DRIVERS,
constructed especially for the
driving of reinforced concrete piles
and fitted with the most up-to-
date time saving patents.

Weight of the monkey 3.5 tons,
with 1 metre drop and 30—40
blows per minute.
Stand-Up Boiler driving a two
cylinder engine.

STEAM PILE-DRIVERS

fitted with telescope-pipes,
for the driving of wooden piles.
Weight of the monkey 1.4 tons,
with 1800 mm. drop
Engine, 4 H.P. (cylinder).

A STEAM-HAMMER,
Weight of the monkey 250 kg.
Complete with countershaft.

All the above machinery in the
very best condition and working
order.

For further particulars and enquiries
address the undersigned who will also
be pleased to show the machinery.

C. VERRING,
SHANGHAI. TSINGTAU.
12, Yangtze River. June 11, 1910. 747

FOR SALE—AT THE PEAK

THE REMAINING PORTION OF
RURAL BUILDING LOT No. 1.

THIS property consists of the TWO
EUROPEAN DWELLING HOUSES
known as Bleton and Brockhurst situated
on M. Mont Gough and having most delight-
ful views of Hongkong Harbour and out to
Sea, of a most excellent Building Site at
present used as a Tennis Ground and of
other Vacant Ground.

The owner is prepared to sell the whole
property or any portion.

For particulars apply to

DENNYS & BOWLEY,
Supreme Court.
Hongkong, July 23, 1910. 914

FOR SALE.

LARGE Stocks of AMERICAN PINE,
CHINA PINE, TEAK, and Various
Kinds of HARDWOOD, &c.

TIMBER YARD AT PRAYA EAST.

Inspection Solicited.

PRICES MOST REASONABLE.

CHU OHUNG HEE,
Manager.
Hongkong, May 4, 1910. 581

FOR SALE.

MOUNTED ON CARDBOARD AND
TAPE FOR HANGING.

EVERYONE SHOULD HAVE IT.

Price Ten Cents.

From the "CHINA MAIL" Office.

Hongkong, June 28, 1910. 815

THE TYPHOON

MAP.

GRADUATE OF KOBE MASSAGE SCHOOL.

ATTENDANCE AT PATIENTS' RESIDENCES.

No. 171, WANCHAII ROAD,

GROUND FLOOR.

Hongkong, June 21, 1910. 708

A MILITARY CLASSIC.

SUN Tzu on the Art of War. Translated
from the Chinese, with Critical Notes, by
Lionel Giles, M.A. (Luzac and Co. 10s.
ed. note.)

The translator, in his dedication of this
volume to a soldier brother, expresses the
hope that "a work 2,400 years old may
yet contain lessons worthy of consideration
by the soldier of to-day."

In this hope he is fully justified by the
most modern text-books and treatises on
the science and art of war. A comparison
of Turone, of Marlborough, of Napoleon,
of Clausewitz, of Molotov, and of Qayama,
serves to show that, however changed
and developed may be the scientific applica-
tions by which war is carried on nowadays
from the cumbersome armour and close
encounters of medieval times, the basic
principles which have governed the correct
and successful disposal of troops in the
past are none the less applicable to the
present day.

Similarly the wisdom of Sun Tzu, as
applied to military operations and organisation
500 years before the Christian era,
lays down in its broader aspects practically
all the tenets of strategy and tactics which
form the foundations on which and around
which military instruction is written in this
twentieth century. A comparison of Sun
Tzu's maxims concerning spies, and the
writings of Turone, the first exponent of an
Intelligence Department, will best
exemplify this. Sun Tzu writes:

"Hence it is that with none in the whole
army are more intimate relations to be
maintained than with spies. None should
be more liberally rewarded. In no other
business should greater secrecy be pre-
served."

Turone's memorandum more than 2,000
years later is couched in terms which form
the closest possible paraphrase:

"Spies are attached to those who give
them most; he who pays them ill is never
served . . . Never communicate anything
to them but what is absolutely necessary
that they should know."

Again Sun Tzu's dictum:

"When there is dust rising in a high
column, it is the sign of chariots advancing;
when the dust is low, but spread over
a wide area, it betokens the advance of
infantry." This has been re-achieved
almost word for word in the latest Field Service
Regulations which represent the combined
wisdom of our own General Staff and Army
Council.

But if the writings of Sun Tzu go to
prove that there is nothing now in war, and if
his art of war has been handed down
through the generations of twenty-four
centuries unchallenged and almost unaltered,
the identity of its author cannot be
said to be in any way established. Mr
Giles has been, at pains to gather all
possible evidence from the mists of time.
Contemporary historians, Commentators,
State archives, and all available sources of
information from Chinese libraries, have
been laid under contribution in this ex-
ceedingly conscientious translation. Still,
the actual personality of the writer
Sun Tzu, remains as undecided as that
of the author of Junius' letters. He
may be either a mythical embodiment
to whom has been assigned the success-
ive pronouncements on military art of the
earliest Chinese strata, or he may have
been an existing and successful general
of the State of Wu. The latter would seem
to have fallen on the descendant's shoulder,
for we are told that "Sun Pin, had his
feet cut off, and yet continued to discuss the
art of war"; but the value of the
evidence is somewhat discounted by Mr
Giles's suspicion that the story may have
been invented to account for the name
"Pin" bestowed on the younger strategist
after his mutilation.

All authorities and probabilities are very
fully discussed by Mr Giles in his elaborate
introduction to this Chinese work on
strategy. In his prologue the author con-
fesses that he was led to embark on this work
by the appearance of a translation,
some five years ago, which had been made
by an unperfectly equipped student of
Chinese, through the medium of a Japanese
version. Mr Giles adds that his own work
was not undertaken out of any inflated
estimate of my own powers; but I could
not help feeling that Sun Tzu deserved a
better fate than had befallen him, and I
know that at any rate I could hardly fail to
improve on the work of my predecessor.

In this controversy with Captain Cal-
throp, on which only a first-class Chinese
scholar could adjudicate, the present writer
can express no opinion. It will, however,
be manifested to readers of Captain Giles's
book that he has provided it with a deeply
interesting sidelight on Chinese history
and science, in very many parts, and a
testimony to the continuity of the principles
of strategy. As the Chinese text is
written in juxtaposition with the translation,
and with complete notes and comments
added, this book should also be of great
value to the student of that language.

In conclusion, Sun Tzu's opening maxim
may be quoted as an inducement to study Mr
Giles's book:—"The art of war is of vital
importance to the State." — The Standard.

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A. S. Watson & Co., Ltd.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

BRANDY:

	Per case of 1 doz.
SUPERIOR PALE, Red Capsule	90
SUPERIOR OLD COGNAC, Red Capsule	93
WATSON'S *** COGNAC, Gold Capsule	93
SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule	99
VERY FINE PALE OLD LIQUEUR COGNAC, Gold and White Capsule	105
FINEST OLD BROWN BRANDY, Gold and White Capsule	108
HENNESSY ***	108
SOUTTELAUS CHAMPAGNE LIQUEUR	108

MARIE BRIZARD AND ROGER'S

	Per Doz.
FINE PALE COGNAC	\$35.80
S. O. F. V. O.	60 Years Old
VERY FINE LIQUEUR COGNAC	100.00

Note.—For Hongkong the above Prices will be increased by the amount of duty payable—\$7.20 per Doz.

NO HOME
IS COMPLETEWITHOUT A VICTOR
\$10 PER MONTH
WILL PURCHASE ONE.A STOCK OF
200 Machines
and
10,000 Records
TO SELECT FROM

S. MOUTRIE & Co., Ltd.

Hongkong, April 16, 1907

POWELL'S

are introducing to their customers and the general public, a new wood for furniture construction known as LIME WOOD

A heavy, close grained timber, eminently suited to the climate and guaranteed not to warp or crack.

FURNITURE made from this wood is especially free from all classes of insect life, the colour of the lime wood being distasteful to all insects.

WE are exhibiting, in our show-window, a collection of LIME WOOD FURNITURE, showing a complete.

DINING-ROOM SUITE WITH CHINA CABINET AND PEDESTALS.

ILLUSTRATIONS AND QUOTATIONS ON APPLICATION.

ALEXANDRA BUILDINGS.

EMPIRE CINEMATOGRAPH THEATRE, PREMIER HALL OF THE COLONY, Des Vaux Road Central, Opposite Central Market.

Performances—7.15 to 9 and 9.15 to 11.30 p.m.

Reappearance of Miss EVA HUGHES.

The eminent Sourette and Dancer MISS MAGGIE FRAZER.

The Infantile Actor LITTLE PERCY.

GRAND SUCCESS of the Queen of the Banjo.

MISS LAURA DIAMOND.

GRAND MATINEES.

SATURDAYS AND SUNDAYS, at 4 p.m.

REDUCED PRICES.

cognition of the physical and moral facts of parentage, namely, that every child had two parents who were jointly and severally responsible for its existence therefore for its guardianship and maintenance as long as it needed parental protection. It did not conduce to serious self-control among men to reduce almost to an invisible minimum the natural responsibility and guardianship of the father of children born out of wedlock. She would like to see the laws relating to parentage remodelled on the basis of the fundamental fact that every child has two parents. She would make no attempt to enter into the question whether a husband should forgive an unfaithful wife, or a wife an unfaithful husband. This must depend upon a knowledge of detail in each individual case. But the contempt with which men in general spoke of "a complacent" husband compared with the reverent and deep appreciation with which they spoke of "a forgiving wife"—the wise woman who shut her eyes to her husband's transgressions—was significant of the necessity of raising to a higher level the standard of domestic morality which the average woman demanded of the average man. Woman should imitate man in this, and demand a similar fidelity from their husbands both before and during marriage. They would thus be rendering to the future the same service which men through uncounted generations had been bestowing on women.

Another interesting witness was the Rev. G. E. WATTS-DITCHFIELD, the well-known writer and vicar of St. James-the-Less, Bethnal Green. Mr. WATTS-DITCHFIELD belongs to the Evangelical school in the Church of England, and he has had much to do with the lower classes of society. For this reason he wished the Commission to distinguish between the real working classes and the submerged tenth when considering the matter of making divorce cheaper and easier for poor people. The submerged tenth, he urged, would not be affected by any legislation; they must be dealt with by moral influences. At present they were pests to society breeding children to become pests to society also. Amongst the real working classes, he said, the submerged tenth when considering the matter of making divorce cheaper and easier for poor people. The submerged tenth, he urged, would not be affected by any legislation; they must be dealt with by moral influences. At present they were pests to society breeding children to become pests to society also. Amongst the real working classes,

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PIRATES FINAL STAND

VIVID DESCRIPTION OF THE LAST FIGHT.

Residents Returning to Colowan.

(From Our Own Correspondent)

MACAO, July 28.

We awoke yesterday morning to learn that the night had been uneventful and as the day wore on persistent rumours reached us that peace reigned anew at Colowan.

At half past twelve yesterday the Patria returned without having fired a single round; and though neither the officers nor the men had occasion to land, we were told that life in the island had resumed its normal calm.

I regret my informant should have gone slightly off the track in regard to the recent skirmish, for I have since been favoured with unquestionable data regarding the disclosure of the fastness at Hak Sah and the subsequent brush with the outlaws.

Prior to being sent to lead the Portuguese forces to the pirate's strong hold at Hak Sah the statements of the two ex-captives were taken separately and when found to tally the two prisoners were despatched to Colowan as already stated.

They proceeded on their search followed by the Commanding Officer, Major Magalhaes and half the number of his available men. The youth seemed more cognisant of the route, but still it took him fully an hour and a half to locate the retreat, when he suddenly cried: "Here we are!" and pointed to a sloping boulder which over-topped a tiny rock crag. A small party of men drew near the spot while the rest of the contingent circled round and about the site. Almost hidden in the rocky masses could be descried two apertures which were a trifle larger than ordinary *ail-de-beuf*. Clear limpid water oozed from the fissures. On peering into the holes the men heard voices within and notified the Commandant. The latter then asked who among his men were ready to venture within the recesses. Three men instantly expressed their willingness to hazard the risk. A sergeant stood by while two privates made for the openings. One took the left and the other the right. The breaches were so narrow that the poor fellows had to remove their coats and accoutrements before they could wriggle through. Once inside they were able to stand up with perfect ease, though plunged in gloom but for the streams of light filtering through the holes. Private No. 139 observed some characters on the sand and drew his comrade's attention to them. "I see some writing here; the place must be tenanted. Do you see that Chinaman there?" The other, No. 164, replied that the negative. No. 139 persisted in his assertion adding he could now discern a table and a light. "Do as you think fit" said No. 164, whereupon No. 139 levelled his rifle and fired. The inmate fell but the man were unable to say whether he was killed or merely wounded. As the two privates advanced they were greeted with a shower of bullets which told of a numerous gathering. No. 139 was wounded in the knee-cap after the bullet had shattered his arm. The two men retreated to the openings. No. 164 was the first to get into the open when his companion asked to be dragged out as he was disabled.

Yet we have heard the Portuguese soldiers taxed as poltroons and the same wiscarens suggested bombardment; and what about the poor kidnapped children who were the main objects of the pirate chace? Portugal will be obvious to any sensible unbiased critic, had to proceed with the utmost caution. No suspicious character was allowed to elude her grasp. Such individuals were shot when they evaded arrest. Then the officers never undertook an attack before extorting the outlaws to surrender. Extreme measures were resorted to only when they proved defiant. This last stage was prolonged from the evening of the 26th throughout the night and morning of the 28th. Dynamite was not resorted to but threats were made with a view to intimidate the pirates. They were, as usual, called upon to surrender. Their reply was couched in the most insolent terms which gave their besiegers to understand they would rather die than yield. The night was pitch dark for the moon had not yet risen. In the gloom, one by one, the outlaws left their refuge and descended themselves behind the bushes and knolls. They next started a fusillade which they indulged in intermittently until daybreak when the sailors would make out the direction the smoke issued from. A torch was planted "Poor matelots! Like lads in a pocket yard they were nestled, one after the other. The Commanding Officer then approached the aperture of the cave and acquainted the pirates, through the medium of his interpreter, of the capture of their comrades, counselling surrender with the alternative of annihilation, adding that they would not be ill-used. There was no reply and sulphur came to play. After a short interval eight women came out and behind them a band of outlaws who all gave up their arms. They were asked if any more of them gang were within the fastness and on being answered in the negative the troops for the safety and were convinced to join their ship.

Complainant stated that the defendants, having left the ship without leave, refused at the shipping office to go on board again. Both he and the Shipping Master told them to return, but they refused. They then followed him to the Harbour Office, and still refused to return to their ship when directed by the Harbour Master. The defendants complained of the quality and quantity of the food supplied, others said they had not been paid, while others would not return because there was a lack of washing water. His Worship ordered each defendant to forfeit six days' pay and sentenced each to seven days' hard labour, or until the ship sailed.

WHY SUFFER FROM RHEUMATISM?

IT is a mistake to allow anyone to suffer from rheumatism, as the pain can always be relieved, and in most cases removed by applying Chamberlain's Pain Balsm. The relief from pain which it affords is alone worth many times its cost. For sale by all chemists and druggists.

THE RAILWAY.

Preparing for the Opening.

The officials of the British section of the Kowloon-Canton Railway are just now very busy preparing for the opening of the line, which is, according to present plans, to take place early in September. Yesterday for the first time the piece of line between Hunghom and Yau Ma Tei was traversed by one of the big locomotives, and now the permanent way is quite complete from the Kowloon terminus up to the frontier. A thorough trial of the line is to be made on Saturday, while, as already announced, the official run by Sir Henry May is to come off on Wednesday next.

The opening of the line at this stage has been deemed advisable in order to work up the light local traffic, and to transport material for the Chinese section if required, all of which will help in earning revenue. For a time, however, the complete rolling stock will not be available.

This is because of the delay in the supply from Hongkong of the iron framework for the passenger cars, which was to have been delivered in the early part of the year but which as yet has not arrived in the Colony. The bodies of the cars have been built at the Hongkong and Whampoa Docks and are quite ready for the addition of the necessary iron-work. By reason of this delay it will not be possible for the proper cars to be used at the opening or for some time afterwards.

Accordingly, ten four-wheeled covered goods wagons have been converted into temporary passenger coaches, eight being fitted as third class cars and the other two as first class.

These are to be used until the other coaches are received. These after coaches will be of most approved style.

His Lordship—I can't go into that. I will give judgment for plaintiffs with costs but will make no order.

STATUTE BARRED.

"In some of the parishes given me by my friend, Mr F. X. D'Almada, the Chinese characters show that the action is statute barred owing to the date," said Mr P. W. Goldring, at the Supreme Court this morning, before Mr Justice Hazelton, when a case was mentioned. "Mr D'Almada also claims that the cross action is statute barred for a like reason," added Mr Goldring. The case was adjourned.

ATTORNEY GENERAL OBJECTS.

Mr E. Shenton appeared for Messrs Lane, Crawford and Co., Ltd., before Mr Justice Hazelton at the Supreme Court this morning, who saw C. F. Forbes to recover \$61.

Mr H. J. Gardiner, for defendant, said he was instructed to consent to judgment, but asked that instalments be allowed.

Mr Shenton—I object. There is a garnishee order due to-morrow."

Mr Gardiner—It can't be done.

Mr Shenton—The Attorney General objects.

His Lordship—I can't go into that. I will give judgment for plaintiffs with costs but will make no order.

CORRESPONDENCE.

"THIS AND THAT SHOULD BE."

(To the Editor of the "CHINA MAIL")

Six—People are quite sick of hearing so many opinions on the matter of Colowan affairs, especially the imaginary reports and advices given by some so-called experts in tactics. We have heard so much talk about "Why not do this and that?" "This should be so and that should be so." Well, to all those who have put such questions or given such advice, I would only say—Let them go to Colowan and act on their advice; it's no use talking, we want action. This is the time for them to face danger, and if their words coincide with their actions, they are entitled to style themselves "heroes," not otherwise. None acts *sapio*. This is good advice. Those who are experts in pirate catching let them come forward and show what they can do. We do not wish to hear so many things that are creating so much disgust—"Speak less and do more."—Yours, etc.

SALOMONIS.

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

The report of the board of directors to the ordinary half-yearly meeting of shareholders, to be held at the office of the company on Tuesday, the 9th August, says—

The directors beg to submit to the shareholders the report and statement of accounts for the half-year ending 30th June last.

After paying running expenses, salaries, premium of insurance, repairs and all other charges there remains including \$20,766.39 brought forward from last account, the sum of \$143,526.21 at credit of profit and loss account. From this amount the directors recommend that a dividend for the half-year be paid of \$10 per share.

As to the Kowloon terminus, the present station near the Ferry wharf is purely a temporary one, as also is the one nearing completion at Hunghom. These are the two smaller of these will be available until the beginning of next year, as they are being used in construction work by Messrs Leigh and Orange up to that time. The other two are magnificent types of engineering, side tank engines and will prove especially valuable for the peculiarities of the line over which they are to run, enabling the complete run through to be made without the necessity of stopping to take in water.

Although there will be four locomotives used on the section, though the two smaller of these will not be available until the beginning of next year, as they are being used in construction work by Messrs Leigh and Orange up to that time. The other two are magnificent types of engineering, side tank engines and will prove especially valuable for the peculiarities of the line over which they are to run, enabling the complete run through to be made without the necessity of stopping to take in water.

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Shipping.

FENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES name:

STEAMERS	To SAIL ON	REMARKS
SHANGHAI.....	[Capt. H. POWELL]	About 4th Freight and Passage.
LONDON, VIA UNGAL PORTS.....	[Capt. OWEN JONES, R.N.R.]	Noon, 6th See Special of CALL August.
LONDON & ANTWERP, VIA ST. OMER, PANO, ORBO.....	[Capt. A. F. VINE, R.N.R.]	3 p.m., 10th Freight only.
PORT SAID & MARSAILLES.....		Aug.
SHANGHAI MOJI, KOBE, PERA.....	[Capt. W. W. COKE, R.N.R.]	About 11th Freight only.
AND YOKOHAMA.....		Aug.

E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC RAILWAY CO'S.

ROYAL MAIL STEAMSHIP LINE.

EMPEROR LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan), Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of

12 DAYS YOKOHAMA TO VANCOUVER.

21 DAYS HONGKONG TO VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong:

* EMPIRE OF JAPAN* SATURDAY, 8th Aug.

MONTEAGLE TUESDAY, 16th Aug.

* EMPRESS OF CHINA* SATURDAY, 27th Aug.

* EMPRESS OF INDIA* SATURDAY, 17th Sept.

* EMPRESS OF JAPAN* SATURDAY, 8th Oct.

MONTEAGLE TUESDAY, 8th Nov.

* Empress* Steamships leave Hongkong at 8.00 P.M. and "Monteagle" at 12 Noon.

Each Trans-Pacific Empress connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

The "Empresses" steamers on the Pacific and the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Ports or New York (including Meals and Bedding). Shipping Cut while crossing the American Continent by Canadian Pacific (Direct Line) \$71.10.

Passenger for Europe have the option of going forward by any Trans-Atlantic Line to the Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of the China and Japan Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies, King's Building (opposite Black Pier).

Through Passengers are allowed "Stop-Over" privileges at the various points of interest on route.

R. M. S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

Via Canadian Atlantic Port: \$45.

Via New York: \$45.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CHADDOCK, General Traffic Agent,

Corner Leader Street and Praya (opposite Black Pier).

PORTLAND & ASIATIC S. CO.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO. FOR PORTLAND, VIA MOJI, KOBE, YOKOHAMA, HAKODATE and SAN FRANCISCO.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

STEAMSHIP TONE CAPTAIN To SAIL HENRIK IUSEN 4378 CHRISTIAN SMITH 5th August, at Noon.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with our Agents.

FRED J. HALTON, Agent.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, fastest, and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS CAPTAIN LEAVING HAITAN Capt. J. W. Evans FRIDAY, 29th July, at 10 A.M.

HAIYANG Capt. A. E. Hodges TUESDAY, 2nd Aug., at 10 A.M.

HAICHING Capt. W. C. Passmore FRIDAY, 5th Aug., at 10 A.M.

FOR SWATOW AND RETURN.

(Occupying 8 Days).

HAIMUN Capt. A. H. Stewart SUNDAY, 31st July, at 10 A.M.

Steamers will arrive at, and depart from the Company's Wharf (near Black Pier).

During the Months of July, August and September, a Special Reduction of 20% on Fares to Foochow and Return will be allowed.

For Freight and Passage, apply to DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, June 23, 1910.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE.

TO AUSTRALIA.

MAIL SCHEDULE.

(SUBJECT TO MODIFICATION).

STEAMERS ARRIVE HONGKONG FROM AUSTRALIA LEAVE HONGKONG FOR AUSTRALIA

EMPIRE Aug. 26 Aug. 29th, at Noon.

EASTERN Sept. 23 Sept. 17th, at Noon.

ALDENHAM Oct. 15th, at Noon.

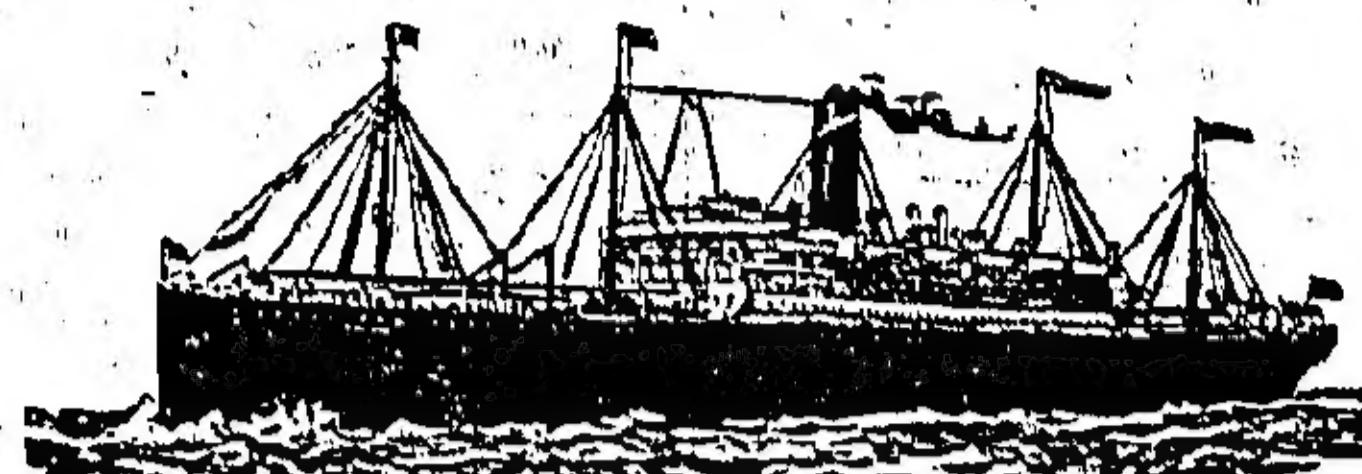
The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, November 2, 1909.

Shipping.

PACIFIC MAIL S. S. COMPANY,
TOYO KISEN KAISHA.

U. S. MAIL LINES.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS SAILING DATES
NIPPON MARU 11,000 Tons, SATURDAY, 30th July, at 1 p.m.
SIBERIA 18,000 Tons, SATURDAY, 3rd Aug., at 1 p.m.
MANCHURIA 17,000 Tons, SATURDAY, 10th Aug., at 1 p.m.
MONGOLIA 27,000 Tons, SATURDAY, 17th Aug., at 1 p.m.
TENYO MARU 18,000 Tons, SATURDAY, 24th Aug., at 1 p.m.
KOREA 18,000 Tons, SATURDAY, 1st Oct., at 1 p.m.

+ Twin Screw, + Triple Screw Steamer.

The T. K. K. s.s. NIPPON MARU will be despatched for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu, on SATURDAY, July 30th, at 1 p.m.

Fares: Hongkong to London £71, 10. 0. Return six months £120

24 months £125; including Berth and Meals across America.

INTERMEDIATE SERVICE.

China 10,200 Tons, SATURDAY, 13th Aug., at 1 p.m.
Asia 9,500 Tons, SATURDAY, 3rd Sept., at 1 p.m.

The s.s. CHINA will leave for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on SATURDAY, Aug. 13th, at 1 p.m.

The fine Mail Steamers ASIA and CHINA carry Intermediate passengers only, affording superior accommodation for that class.

Hongkong to London: via Canadian Atlantic Ports \$243.

Via New York \$243.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of the China and Japan Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies, King's Building (opposite Black Pier).

FRED J. HALTON, Agent.

OSAKA SHOSSEN KAISHA
REGULAR SERVICES, PROPOSED
SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route)

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For

Steamers Tons (gross reg.) Leaves

TACOMA, Via KEELUNG CHICAGO MARU, 6,182 Wednesday, 10th Aug., at Noon.
MOJI, KOBE & YOKOHAMA Capt. I. Goto.
Do. TACOMA MARU, 6,176 Wednesday, 7th Sept., at Noon.

The Co.'s newly built steamers have fast speed. Superior accommodation for average passengers. Standard AMIDESHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Sick, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG-SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For

Steamers Leaves

SWATOW, AMOY & TAMSUI DAIGI MARU, Captain E. Murayama, SUNDAY, 31st July, at 10 A.M.
ANPING, via SWATOW & AMOY JOSEN MARU, Captain Y. Yamamoto, WEDNESDAY, 3rd Aug., at 10 A.M.
SHANGHAI, via SWATOW BUJUN MARU, Captain Y. Fusano, THURSDAY, 4th Aug., at 10 A.M.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class passengers to FOOCHEW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with the Nissin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class \$73.00. 2nd Class, \$55.00. 3rd Class, \$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric Light throughout.

First-class cuisine.

The newly built steamers: CHOSHIU MARU and BUJUN MARU—First-class cabin AMIDESHIP.

For information of Freight, Passage, Sailing, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For STEAMERS Tons to SAIL.

NAPLES, GENOA, ALGIERS, KLEIST, GIBRALTAR, SOUTHAMP... TON, ANTWERP & BREMEN... (17,000) THURSDAY, 11th Aug., at 10 A.M.

SHANGHAI, NAGASAKI, GOBBEN, Bolke. (17,300) WEDNESDAY, 10th Aug.

KOBE & YOKOHAMA (16,000) PRINZ WILHELM, Capt. F. Leko. (6,100) SATURDAY, 13th August, at Daylight.

YOKOHAMA AND KOBE (16,000) PRINZ SIGISMUND, Capt. D. Lenz. (8,000) TUESDAY, 23rd Aug.

EUDET AND SANDAKAN (16,000) BORNEO, Capt. F. Sembill. (6,050) End of August.

For further Particulars apply to Norddeutscher Lloyd.

MELCHERS & CO., General Agents, Hongkong & China.

WING ON CO., TAILORS AND OUTFITTERS.

HAVE JUST RECEIVED NEW SHIPMENTS OF

Drapery, Grocery, Ironmongery, Crockery, Glass and China Ware.

Furniture, Watches & Clocks.

The Cheapness and quality of their Goods have no equal.

209-213, DES VIEUX ROAD CENTRAL.

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FRIDAY, JULY 29, 1910.

THE CHINA MAIL.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMeward PASSENGER SEASON 1911.
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave Hongkong	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due MARSEILLES (Brindisi 3 days earlier)	Due PLYMOUTH (London 1 day later)
STAMFORD Tons 8000	1 p.m. Saturday Feb. 4	Mantua 11000	Saturday Mar. 10	Friday Mar. 10
DELHI 7000	Feb. 18	Mantua 11000	Mar. 18	Mar. 24
ARCADIA 7500	Mar. 4	Macedonia 10800	Apr. 1	Apr. 7
ASSAYE 7500	Mar. 18	Through Sea Can.	Apr. 13	Apr. 21
MAKORA 10500	Mar. 18	At Bombay	Apr. 29	May 5
DEVANHA 8000	Apr. 1	Baldavia 10700	May 13	May 19
DELHI 8000	Apr. 15	Mongolia 10600	May 27	June 2
ASSAYE 7500	Apr. 29	Mores 11000	June 10	June 16
DELTA 8000	May 13	Mocitan 10900		

Passengers change steamers at Colombo, and those for Bombay transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARES TO LONDON (Including Surtax). £71.10 Single. £106.14 Return.

1st Saloon. £43.8 " £72.12 "

In addition to the above Mail Steamers the following:-

INTERMEDIATE (Non-Transhipment) STEAMERS WILL LEAVE FOR

LONDON, CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
SUNDA	about	about
NUELA	Jan. 25	March 11
SYRIA	Feb. 8	March 25
NORE	Mar. 22	May 24
PALAWAN	April 5	May 25
BOENEU	April 19	June 5
SICILLA	May 3	June 19
SUMATRA	May 31	July 17
NILE	June 14	Aug. 31

These steamers call also at Singapore, Penang, Colombo, and at Marseilles.

FARES TO LONDON (Including Surtax). £55.0 Single. £82.10 Return.

1st Saloon. £28.10 " £57.4 "

Carry 1st and 2nd Saloon Passengers.

For further particulars apply to

E. A. HEWETT,
Superintendent.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.STEAMERS CAPTAIN TO SAIL
SHANGHAI, KOBE AND AUSTRALIEN, MOUTON Aug. 1, p.m.
YOKOHAMA ERNEST SIMONS Guind Aug. 2, at 1 p.m.
MARSEILLES, Via PORT JARDINE, MONTAGU Aug. 2, at 1 p.m.
SHANGHAI, KOBE AND SALAZIE, Aug. 15, p.m.
MARSEILLES, Via PORT POLYNESIEN, BUNO Aug. 18, at 1 p.m.
TRANSHIPMENT on the C. & S. Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTAN-TISSIMO and BLACK SEA.
Through Tickets to LONDON, via PARIS, from £27.10 up to £71.10. 20 hours away from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in MARSEILLES.

For further particulars, apply to

P. THOMAS, Agent,
QUEEN'S BUILDING.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Captain	Tons	Captain	For	Sailing Date.
RUBI 2540	R. Rodger	Manila	SATURDAY,	July 20, at Noon.
ZAFIRO 2540	A. Frange	Manila		Aug. 6, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG-BOSTON & NEW YORK

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK, via PORTS
AND SUEZ CANAL.WITH LIBERTY TO CALL AT THE
MALABAR COAST.S.S. WRAY CASTLE..... on or about 6th August.
For Freight and further information, apply toSHEWAN, TOMES & CO.,
General Agents.

Hongkong, July 12, 1910.

S.S. WRAY CASTLE..... on or about 6th August.

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JUST ARRIVED.

Fresh Stock of = =

PLUG TOBACCO

'Golden Nectarine'
and
'Butler's Best.'

KRUSE & Co.,
HOTEL MANSIONS.

WEATHER REPORT:

The following notice is issued from the Hongkong Observatory:

On the 29th at 11.55 a.m.—The barometer is rising over the Northern Loochoo and falling over Formosa and the coasts of S. China.

The depression, which is now moving Westwards, is over the Eastern Sea to the West of the Loochoo.

Pressure is still high but giving way over E. Japan. Low pressure covers N. China and Manchuria.

Strong W. winds may be expected in the Formosa Channel, and fresh W. and S.W. winds along the S. coast of China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day: 0.00 inches.

Forecast for the 24 hours ending at noon tomorrow:

1.—Hongkong and neighbourhood: W. and S.W. winds, fresh; fair.

2.—Formosa Channel: W. wind; strong.

3.—South coast of China between Hongkong and Lamock: same as No. 1.

4.—South coast of China between Hongkong and Hainan: W. winds, moderate.

To-day's Advertisements

SHIPPING

ARRIVALS.

July 28.

Banca, British str., 3,794, A. Collyer, London June 12, and Singapore July 23, General.—P. & O. S. N. Co.

Nubia, British str., 4,633, F. J. Fox, London June 18, and Singapore July 23, General.—P. & O. S. N. Co.

Petrel, American gumbat, 900, Comdr. M. S. Taylor, Yokohama July 20.

Wresting, American gumbat, 1,500, Comdr. E. W. Eboré, Yokohama July 23.

Losoos, German str., 1,020, G. Schultz, Singapore and Bangkok July 23, Rics.—BUTTERFIELD & SWINE.

Raven Queen, British str., 2,908, H. H. Bridger, Moji July 23, Coal.—BRADLEY & CO.

July 29.

Tian, British str., 1,346, A. W. Outerbridge, Manila July 28, General.—BUTTERFIELD & SWINE.

Tripes, Dutch steamer, 2,344, F. J. Emmerick, Batavia via Mukto July 22, Sugar for Japan—JAVA-CHINA JAPAN LINE.

Haiman, British str., 441, A. H. Stewart, Swatow July 28, General.—DOUGLAS STEAMER CO. LTD.

Gauhi, British str., 1,142, C. L. Lindbergh, Hiohau July 28, General.—BUTTERFIELD & SWINE.

Johanne, German str., 929, M. Ipland, Hiohau July 28, General.—JENSEN & CO.

Xiangjiang, British str., 1,428, W. F. Bichard, Shanghai and Swatow July 26, General.—JARDINE, MATHERSON & CO. LTD.

Chengtung, British str., from Canton, Anhui, British str., from Canton.

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